

## FROM THE TEUTONICS DECK

MR. LUCY DESCRIBES THE NAVAL DIS-  
PLAY AT SPITHEAD.

NEVER BEFORE SUCH A SIGHT PRESENTED—  
 TWENTY-FIVE MILES OF FIGHTING-SHIPS  
 —MR. ISMAY'S GUESTS.  
 [BY CABLE TO THE TRIBUNE.]  
 Ryde, Isle of Wight, June 26.—Last night the

day, took up her mooring off Spithead. The fleet of armed cruisers, she had assigned to her, took up a favorable place in the line of special merchant vessels. North of her was ranged a long line numbering a score of foreign men-of-war. Beyond that, nearer to Portsmouth, were the four lines of British battle-ships, cruisers, gunboats, torpedo-boats and boats for destroying torpedoes. The Teutonic, in ordinary times a peaceful transatlantic passenger boat, is to-day transformed into an armed cruiser that could, in case of need, make herself exceedingly disagreeable. She is armed with eight quick-firing guns and as many Nordenfledts. The significant part of the business is that the ship arrived in Liverpool on Monday last, and resumes her peaceful avocation on Wednesday. In forty-eight hours the transformation was effected, the guns, equal in power to all the Victory could do at Trafalgar, being in position and ready for business.

Mr. Ismay is entertaining a distinguished company, some joining the ship at Liverpool, others coming down last night by a special train from London. Among them are Lord Dufferin, who

has served the Queen in both hemispheres; the German Emperor's bosom friend, Lord Lansdowne; Lord Charles Bessborough, who has done more for the British Navy than any man; Lord Dunraven, the Bishop of Chichester, Mr. Henry Stanley, Sir John Gorst, Lord Hertford, the Chancellor of the Exchequer; Lord Loch, happily in having quitted his Governorship at the Cape before the raids broke out; Lord Onslow, Lord Playfair and "Ian Maclaren," the novelist. Among the Americans are Lady Randolph Churchill, Lady Playfair, Mr. and Mrs. Bradley Martin, Mr. and Mrs. Miss Leiter and Mr. Chauncey M. Depew.

THE TETONIC'S GOOD LUCK.

The Admiralty orders forbade ships of the tonnage of the Teutonic to pass between the lines.

the dilemma of the Admiralty became the opportunity of the Teutonic. Sir Nowell Salmon, the Admiral in command, whose flag flies from the masthead of the Teutonic, found himself at the last moment with three hundred naval officers come down to see the show and no boat available for their service. He appealed for help to Mr. Ismay, who placed at his command the Teutonic's tender. In acknowledgment of the service special permission was given for the armed cruiser to make the tour of the lines. Up and down the Teutonic slowly passed, herself not the least beautiful of the ships afloat.

Never before was such a sight presented. The muster in Kiel Harbor on the opening of the canal was a memorable spectacle and had the advantage of being framed in compact compass than the spacious Solent offers, but at Kiel

all the navies of the world contributed to the effect. There were foreign ships at anchor at Spithead to-day, decks, bridges and yards crowded with keen-eyed critics, but the show was the home fleet of a single Power—twenty-five miles of fighting-ships, including some of the supremest results of naval architecture and armament.

dental contiguity of the Russian cruiser, the Rohslya, with the British cruisers, the Powerful and the Terrible. About two years ago the Russians built what was at the time the most powerful and swiftest cruiser in the world. The

British Admiralty responded by building the Powerful and the Terrible, which beat the Buriko out of the water. The Russians made the retreat courteous by launching the Rohsiya, but she is only the finest cruiser outside the sweep of the British flag. She does not either in size, power or speed come up to the British cruizers. These steam 22 knots, and each can fire eight tons of metal per minute.

INTEREST IN THE BROOKLYN.

The United States armored cruiser Brooklyn attracted much attention, her colossal funnels being unlike anything seen here on sea or land. Lord Charles Berezford, with constitutional

unconventionality, pooh-poohs the fundamental arrangement of the review. Any housemaid, he scornfully says, could have placed in position the 165 ships forming the fleet, and leave them safe at anchor, and the mighty fleet circumnavigating them. That is a bold idea which is

need hardly be said, received no encouragement from Mr. Goschen. As it stood, it was a magnificent sight to watch from the deck of the Teutonic, the Victoria and Albert, comparatively a cockleshell, making her way through

the lines of mammoth sentinels. In the wake of the royal yacht went the Carthage and the Edfu, with the distinguished foreign visitors on board; the Admiralty yacht, carrying the fortunes of Caesar, Mr. Goschen; the Wildfire, with Emperor Joseph Chamberlain and his suite of Colonial Premiers; the Eldorado, with a flock of foreign Ambassadors; the Danube, with members of the House of Lords, and the Campania,

The yards were manned as the royal yacht passed each battle-ship, and down the quiet waters of the Solent came the faint sound of cheers, rising into a gusty roar as the Prince of Wales completed the survey and the whel-

INCIDENTS OF THE BIG REVIEW.

Portsmouth, June 26.—After a threatening morning, the weather brightened and a brilliant day for the great naval review was promised. The streets were thronged with people at an early hour, and on all sides were to be seen bewildering masses of glittering uniforms, gay multitudes of civilians, military bands, and sailors of all ranks and nationalities. In gallant array off the coast were the nearly two hundred British war vessels, manned by about forty-five thou-

The Colonial troops arrived at 8 o'clock, and were met at the railroad station by a military guard of honor. Then, headed by military bands, they marched to the Town Hall, where the Lord Mayor and Corporation of Portsmouth, in full robes of office, welcomed the visitors. The soldiers from the colonies received a great popular

The American Line steamship New-York, with a large party of sightseers on board, left South-

amilton at 5 o'clock yesterday evening, and took up the position assigned to her in the line of special merchant vessels, off Ryde. As the American greyhound traversed the lines of British warships, with the Stars and Stripes flying proudly and a fine band playing National airs, each warship dipped her flag and she was greeted with hearty cheers from the many thousands of bluejackets manning the fleet. As the New-